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408

The China Mail.

ESTABLISHED 1845.

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Old Tom Gin.

The most reliable Gin on this market.

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12 Queen's Rd., Central.
408

No. 12,930

號六月九年四零百九一英

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

日七廿月七年辰甲

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WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MAGEWEN, FRICKEL & CO.,
3, DUDDELL STREET,
Hongkong, July 26, 1904. 2547

Intimations.

NAM SING,

U. S. ARMY TAILOR,
27, QUEEN'S ROAD CENTRAL.
BRAND NEW STOCKS IN HAND.
Hongkong, September 3, 1904. 1639

WANG HING & CO.,

DEALER IN
JEWELLERY and LACQUERED
WARE.
No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, August 29, 1904. 1582

THE KOWLOON HOTEL,

KOWLOON
High class Tourist Hotel under American Management. First class Cuisine. Beautiful Garden.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902. 1229

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METROPOLE HOTEL.
THREE Miles out on the Shau-ki-wan Road. Electric Trams pass the Doors every few minutes.
THE ONLY HOUSE ON THE ROAD.
The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.
There is Accommodation for a few Boarders.

GOOD SEA BATHING.
REFRESHMENTS SERVED OF THE FIRST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, August 13, 1904. 1386

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SCOTCH WHISKY DISTILLERS.
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and
HER THE PRINCESS OF WALES
Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central.

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REPAIRS PROMPTLY ATTENDED TO.
COAST AND RIVER STEAMERS, WATER BOATS,
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WORKS, KOWLOON BAY.
OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.
PUMPS, JACKING, GENERAL STORES AND
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HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
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NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain R. D. Thomas.
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S.S. FATSHAN, 2,260 tons, Captain W. A. Valentine.
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S.S. KINSHAN, 2,880 tons, Captain J. J. Losias.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m. and 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,968 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on weekdays at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.
Canton-Wuchow Line.
S.S. SAINAM, 588 tons, Captain J. Willott.
S.S. NANMING, 580 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have "Superior Cabin Accommodation" and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

DR NEWELL WILSON, DR WILLIAM DANIEL, DENTISTS.

LATEST AMERICAN METHODS.
REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.
Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31, QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

DR HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1388

When you feel, in
need of something
to refresh the body
and at the same
time nourish and
sustain—something
to make you strong,
 hale and hearty—try
a cup of Bovril.



To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

榮 CHEE WING & CO., 致 28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

'SINGER'

IS the Synonym for what is Best in
SEWING MACHINES.
SIMPLE—SPEEDY
SILENT—STRONG.
SHOWROOMS:
1, WYNDHAM STREET,
HONGKONG.
Hongkong, August 20, 1904. 1282

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition, 1898, 1900 & 1901.
MANUFACTURED BY
THE GOREPORE CO., LD.,
CALCUTTA.
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address "LOXLEY," Hongkong.
Hongkong, July 22, 1903. 1519

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 1433

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION,
ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE
OR SUPPLIED IN
Bags of 1 cwt. each.
Office: 5, DES VOEUX ROAD.

LANE, CRAWFORD & CO. FURNISHING DEPARTMENT

IVORINE and CREAM LACE CURTAINS,
4, 4½ & 5 Yards Long, from \$5.00 Per Pair.
NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.
FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.
THIN SUMMER BLANKETS from \$3.50 each.
WHITE and COLOURED BED QUILTS
from \$4.75 each.
NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.
LANE, CRAWFORD & CO.
MARINE MOTORS AND MOTOR
LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOOK now Open to Inspection in Hongkong Harbour.
G. C. MOXON,
5, VICTORIA BUILDINGS, QUEEN'S ROAD.
D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and I. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, August 1, 1904. 1419

CARLTON HOUSE.

10, ICE HOUSE LANE.
FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.
COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.
For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1228

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1636

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PRINCIPLES OF INTERNA-
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RENCE; 3rd Ed.; Revised \$10.50
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of Travel Among Wild and Tame
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A LING & CO.,
FURNITURE STORE,
FOOCHOW LACQUERED WARE,
68, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, September 3, 1904. 1627

GREEN ISLAND CEMENT CO., Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.
In bags of 480 lbs net, \$5.20 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.
Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.
For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS.

BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00
" Bottle, 1.00
LANE, CRAWFORD & CO.
Hongkong, September 1, 1904. 1500

FAIRALL & CO.

HIGH-CLASS
DRESSMAKERS, MILLINERS,
AND
GENERAL DRAPERS.
CORSETS and SHOES A SPECIALITY.
Hongkong, August 9, 1904. 1206

THE HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.
ELECTRIC LIGHT AND FANS
LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLIARD ROOMS.
EUROPEAN CHEF.
2196

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply
THE MANAGER. 23

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants.
WHISKIES:
Glenorchy, Lochaber, Claymore,
Finest Old Scotch, Daniel Crawford's,
Bourbon, 'V. R. O.' Liqueur (square bottle),
Watson's 'E' Liqueur.
PRICES ON APPLICATION.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

COLLIN'S GRAPHIC ENGLISH DICTIONARY; Illustrated with Numerous
Engravings and 16 Full Page Coloured Illustrations... \$8.00
Haydn's Dictionary of Dates to and of 1903... 17.00
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The British Army and Auxiliary Forces—Full Page Plates and Original Photos 10.00
Cassell's Science; 5 Volumes... 12.50

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.
LONDON—RANGOON STREET, CRUTCHED FRAMES
GLASGOW—ST. KNOX SQUARE
SHANGHAI—FOOCHOW ROAD
SINGAPORE—RAFFLES QUAY.
AND
AGENCIES THROUGHOUT THE EAST.
15, QUEEN'S ROAD.
Hongkong, September 4, 1904.

PRINTED AT THE "CHINA MAIL" PRESS, HONGKONG.
S. C. GODDARD, 472, BROADWAY.

ESTABLISHED 1859.
CHEE & CO

利
No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PANTHER'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
STOVEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

SMART

DRESSMAKING

Latest

FRENCH,

ENGLISH,

and

AMERICAN

FASHIONS.

CUT, FIT,

and **STYLE**

GUARANTEED.

WM. POWELL, Ltd.

(Centre of Fashion)

ALEXANDRA

BUILDINGS.



TELEPHONE No. 135.

THREE PLACED WHISKIES:

Per Dozen

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label \$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label \$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-

HAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

458

MEMOR. FOR TO-MORROW.

Miscellaneous.

4 p.m.—Aquatic Sports of V.R.C.

in Club Enclosure, Austin Road, Kowloon

Goods per Arrivals open for delivery

after 4 p.m. on this date will be landed.

General Memoranda.

THURSDAY, September 8—

Goods per Japan not cleared at 4 p.m.

on this date subject to rent.

Goods per Nankin not cleared at 4 p.m.

on this date subject to rent.

SATURDAY, September 10—

9:30 p.m. Auction of Japanese Curios,

at Mr. V. I. Remondet's Sales

Rooms.

SUNDAY, September 11—

Goods per Benelux undelivered after

this date subject to rent.

MONDAY, September 12—

Goods per Benelux not cleared on this

date subject to rent.

THURSDAY, September 22—

12:15 Meeting of Shareholders of The

Hongkong & Kowloon Wharf & Co.

down Co., Ltd., at Messrs. Jardine,

Matheson & Company's Offices.

WEDNESDAY, September 23—

Transfer Books of A. S. Watson Co., Ltd.

closed from this date to 8th October,

inclusive.

SATURDAY, October 1—

Fourth Meeting of Hongkong Gynkhana

Club at Race Course.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY

IS ATTAINED ONLY BY

GREAT AGE,

being thoroughly matur-

ed and Superior Quality

Uniformly Maintained.

Price \$16.50 Per Dozen.

A. S. WATSON & Co., Limited,

ALEXANDRA

BUILDINGS.

BIRTH.

At the Government Civil Hospital, on Tuesday, 6th September, 1904, the wife of A. W. J. Binkmore (P.W.D.), of a Daughter.

MARRIAGE.

HOLYOAK-COWPER.—On the 3rd inst., at St. James' Church, Vancouver, B.C., by the Rev. T. Finnes Clinton, Percy Holyoak, second son of the Rev. T. H. Holyoak, of Whalley Range, Manchester, to Nellie Cowper, only daughter of William Cowper, Esq., of Moseley, England.

DEATH.

On Wednesday, August 24th, at Seoul, at the age of 5 months, LITVIA PAULINA, the beloved daughter of Thos. Garnier.

The publication of this issue commenced at 5:00 p.m.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

JERRY-BUILDING.

A few days ago we had occasion to draw attention to the dangerous state of many old houses in the City, and the urgency which existed for having them removed and others in course of construction closely inspected to prevent jerry-building being successfully practised by unscrupulous contractors who make a specialty of that kind of work. The collapse of another building on Sunday night once more emphasises the necessity for an investigation being made with regard to the stability of the old houses in the thickly-populated Chinese quarters. Inquiries made by us show that the Public Works Department have a system of inspection of houses in course of construction which seems to have acted with a certain degree of success when the present is compared with the past. Still, we do not think it is as effective as it might, and should, be, and we believe it yet leaves the way open for any amount of corrupt work to be done. The Officers of the Department point out that houses cannot be erected under existing laws until the plans have been presented by a recognised architect, and, from the time a building is commenced it is continually under the eye of the Inspector until it is finished. That, in itself, is manifestly impracticable, however, since there are only three Building Inspectors employed in the Colony by the Government, and each Inspector has, at present, about two hundred houses to look after. Their districts are so extensive, too, that it is almost impossible for them to give any one house the attention that it deserves, and that being so the opportunity is, naturally, often open to the contractors to do shoddy work, or to use in the building material that is far from being up to the standard specified. Patches of inferior construction or defective material might easily escape the eye of the most skilled building expert after it has been up a few days, but yet it is possible for it to contribute to the collapse of a house within a short period after its completion. To expedite the work of the three Inspectors who are employed the Colony is divided into three districts, viz., Hongkong East, Hongkong West, and Kowloon. The first embraces Victoria, east of Jubilee Street, Shaukiwan, Stanley, Aberdeen, Apleau, Pokfulam, and the Peak; the second, Victoria, west of Jubilee Street, to Kennedy Town; and the third, Kowloon, Point, Hunghom, Kowloon City, Yau-mai, Mongkoktsui, Tai-koktsui, Paktsunheung, and Laichikok. Those districts are surely large enough in area to almost warrant the services of three Inspectors each, if it is desired that houses shall be erected according to the plans and specifications supplied and passed by the Public Works Department. Even with so much work on hand the Inspectors condemn a large number of places, and it is safe to assume from that that they would refuse to pass more if they had sufficient time to watch their progress properly. The proportion of bad work to good is very great, and the difficulty the Inspectors have is not in condemning the inferior work but in seeing that it is afterwards replaced and made good. During the twelve months ended August 12, 171 houses were passed, but 160 were condemned in addition to those checked for defective work during construction. It will be seen from that that the inspectors have a pretty busy time of it, and, in fact, too busy a time to do their work properly. We feel sure that the Inspectors are conscientious to a degree in the performance of their duties, but even conscientiousness cannot assist them to perform impossible tasks. Through being, by pressure of time, unable to see that defective work is removed and made good, a contractor is able to delude them, and

the result is that jerry-building thrives despite the efforts made to suppress it. That is significantly evidenced by the case of a new house at Breary Point, which, at present, lies in an uninhabitable state. We understand that it was passed as sound in construction, yet the first good storm that came along blew down portions of its walls. Even if a certificate had not been granted the house was completed, and that shows that the Inspector was unable to detect at all stage the defective work which was plainly put into it at some time or other. The Government has no doubt done well to make an attempt to grapple with the evil, but it appears to us they have stopped short in the wrong place. They should have appointed more inspectors at the outset. It is obviously unwise to expect three men to satisfactorily do the work of six or more, and whilst the Government continues to do so they will only be lending a hand to the nefarious contractor to erect structures that will be a perpetual menace to those who might live in them or who might use the streets in which they stand.

To Correspondents.

The letter of "Artega" is held over for the present.

LOCAL AND GENERAL.

The French Mail.

The French mail steamer *Austral* will arrive in Hongkong three days after the English mail, which left England a week after her.

Arming China.

The *Peking and Tientsin Times* says of Tieh Liang's southern tour:—"Apparently his mission is to see what can be done to improve the military organisation of the Empire, but in reality it is largely to see how far the various arsenals are exerting their best efforts at production, and how their ability to turn out more arms and ammunition may be extended; also to induce the various provinces to discover fresh ways and means of sending up further money contributions to Peking."—It goes on to say that "his present mission seems to us more strongly reminiscent of that former tour of one Kang Yi than suggestive of a new era of progress and advancement."

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the Fund of the Hospital:

Tsun Tai	...	\$ 5
Tai Nin	...	5
Fok Wa Tsung	...	5
Sui Wo Tsung	...	5
Wing Wo Tsung	...	5
Lun King	...	5
Pang U Tai	...	5
Tai Hing	...	5
Tai Man	...	5
Fu Fung	...	5
I Wo Tsung	...	5
Shih Cheung	...	5
Ku On	...	5
Li Cheung	...	5
Yut On	...	5
Wai San	...	5
Tsun Tak Tong	...	5
Lai Hing Co.	...	5

No Complaint.

A good deal of trouble and annoyance is caused to the police by people who lay information against ricksha and chair coolies, for different offences, and then fail to put in an appearance when the cases come before the Court. A case of this description came before Mr. J. H. Kemp, at the Magistracy this morning, in which two ricksha coolies had been summoned by an officer of the P. W. D. for refusing hire. The case had been previously before the Court and was remanded, and when called this morning there was no complainant. His Worship to the coolies:—"The information is dismissed. I am sorry that you have been brought here twice, as this seems to be a vexatious charge."

Cruelty to Animals on Board Ships.

An interesting case, which illustrates the retrogressive methods employed by the Hongkong Government, came up for hearing at the Magistracy yesterday before Mr. J. H. Kemp. It appears that when Dr. Keyt, one of the Medical Officers of the Port, boarded the *Carl Diederichsen*, he noticed that a number of pigs and chickens were so crowded together as to cause them unnecessary suffering. He called the attention of a Police Officer to the fact, and the latter went to the Magistracy to take a summons out against the Captain of the vessel. Before he could proceed against the Captain the Police Officer had to secure the signature of the Medical Officer of Health to the summons. He had to go to the Sanitary Board, where he saw Dr. Pearce, who readily endorsed the summons. The Police could be invested with the necessary authority to take out a summons against an offender of the law.

THE IDEA which some people have that chronic diarrhoea is incurable is a mistake. Chamberlain's Colic, Cholera and Diarrhoea Remedy not only gives immediate relief but will effect a permanent cure. It never fails and is pleasant to take. For sale by All Dealers; WATSON & Co., Ltd., General Agents.

BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS VIA BOMBAY.

Received on September 5, at 8:32 p.m.

CAVALRY HORSES STAMPEDE.

EXCITING PRELUDE TO MANOEUVRES.

Animals Killed, Injured and Drowned.

LONDON, September 5, 2:55 p.m.

The stampede of seven hundred cavalry horses belonging to General French's encampment near Southampton provided an exciting prelude to the army manoeuvres about to take place.

The animals became terrified and careered about the locality unrestrained. Many of them galloped miles, and numbers were either killed or injured, whilst several were drowned in the sea.

[REUTERS' SERVICE.]

THE BRITISH MANOEUVRES.

LONDON, September 4.

Uniquely Army manoeuvres have begun. General French's force which embarked at Southampton sailed to invade East Anglia where General Lord Methuen defends.

LOCAL AND GENERAL.

Notes by the Way.

The village of Changampo, Korea, has been 'sold' to a Japanese for \$300.

A rich vein of gold has been discovered in Iwate prefecture, Japan.

The Daini branch of the Yokohama Specie Bank was opened to business on the 23rd ult.

It is reported that a branch line of the Seoul Wiju railroad will be built between Pyeng Yang and Chinnampo.

Captain Barnes of the 1st Chinese Regiment has been appointed Transvaal Emigration Agent for Shantung.

The Japanese Government has decided to establish Meteorological stations at Newchwang, Yongampo, Daini, Chemulpo, and Fusan.

A London telegram to the *Mainichi* says that there was a report in St. Petersburg that Admiral Skrydloff has been superseded.

Three Korean gentlemen, Messrs Yi Chai-wan, Min Yong-sa and Yi Chai-kon have subscribed ¥250.00 to the Japanese Army fund.

Mr Noble, Constable of H. M. Consulate at Chungking, committed suicide on August 17 by shooting himself. No reason is given for the deed.

Only nine of the crew of forty of the M. B. K. S. *Almonra Maru*, which foundered in the typhoon on the 20th ult., off the Gotoes, were saved.

Mr E. D. C. Wolfe, who is filling the vacancy caused by Mr H. J. Gompertz going on holidays, took his seat in the Small Court, at the Magistracy, this morning.

Masampo, Corea, was visited by a typhoon wave on the 20th ult., which washed away over 130 Korean houses and some fifty Koreans. All the fishing boats at sea from that port are missing.

Colonel Dvorob Misunitzky, lately in command of the Russian Legation Guard, a man of giant size, who was very popular in North China, was captured by the Japanese at Teli-haze, and is now a prisoner in Japan.

A Chinaman, who had three previous convictions recorded against him for similar offences, was fined \$500, at the Magistracy this morning, for being in illegal possession of a quantity of prepared opium, and opium dress.

Several hundred Korean soldiers were recently sent from Pyeng Yang to assist in repelling the Russians at Gensan, says the *Korea Daily News*. On arrival in the neighbourhood, however, the sound of rifle shots was too much for their nerves, and they retreated to Byong An, whence they refuse to budge.

The new Kintoon light-vessel was launched without ceremony from Messrs Farman, Boyd & Co.'s Pootung yard, Shanghai, on August 29, and is now anchored in midstream, awaiting completion and the erection of her light. She has been built to the designs of Mr J. R. Harding, Chief Engineer of the I. C. S. R. at Shanghai, and there are only about two other ships of her particular character in existence. She is of steel and will be gas-lighted, and it is hoped to get her into position in about a month's time or less.

NOTHING LIKE EXPERIENCE.

"One truth learned by actual experience does more good than ten experiences one hears about." Tell a man that Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure cholera morbus, and he will most likely forget it before the end of the day. Let him have a severe attack of that disease, feel that he is about to die; use this remedy, and learn from his own experience how quickly it gives relief, and he will remember it all his life. For sale by All Dealers; WATSON & Co., Ltd., General Agents.

BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS VIA BOMBAY.

Received on September 5, at 8:32 a.m.

RUSSO-JAPANESE WAR.

KUROPATKIN'S REPUTATION.

Damaged by the Loss of Liaoyang.

LONDON, September 5, 2:55 p.m.

The evacuation of Liaoyang by the Russian forces under General Kuropatkin, the Commander-in-Chief, has caused a revulsion of feeling in St. Petersburg.

The indications are that public confidence in General Kuropatkin, which has hitherto been exceedingly great, has been badly shaken.

[REUTERS' SERVICE.]

NEWS FROM RUSSIAN SOURCES.

LONDON, September 4.

News from Saigon says that the Commander of the *Divina* has been ordered by the Russian Admiralty to disarm.

General Sakharoff estimates the Russian losses on the 31st ultimo and the 1st instant, at 7,000 and on the 2nd instant, at 3,000.

General Kuropatkin wires that it was General Stakelberg's enforced retirement, several kilometres to the west of Liaoyang on the night of the 2nd instant, that caused the evacuation of Liaoyang.

Reuter's correspondent in St. Petersburg wires that General Kuropatkin telegraphed on the evening of the 3rd instant that the greater part of the army, including General Stakelberg's corps which had succeeded in joining the main force, is now to the south of Yentai mines.

[FROM NORTHERN EXCHANGERS.]

Russians at Shanghai.

TOKYO, August 31.

Germany having consented to intern the crews of the Russian vessels at Tsingtao, Japan demands that China shall treat the crews of the *Askold* and *Grosvoy* in the same manner.

The Duty of Neutrals.

CHENGTOO, August 31.

The steamer *Independence*, which has arrived from Japan with saké, beer, gold, and silver, etc., on board bound for Newchwang, has been ordered by the Commissioner of Customs to land her cargo here, on the ground that his orders are to enforce the discharge of any cargo which may be classed as contraband from any vessel bound for the fighting sphere.

The Japanese Consul insists that this is a misinterpretation of the duty of a neutral, discussing the matter with the Commissioner.

LATER.

The Chinese Government has decided that no contraband bound for Newchwang shall necessarily be discharged in a mere port of call.

The Fighting East of Liaoyang.

A Russian correspondent, describing the general Japanese advance on the 31st ultimo east of Liaoyang, says that one of the Japanese columns, taking advantage of the complicated network of mountain paths and deep gorges, actually crept around the rear of the Russian position before being discovered. He explains this by saying that the topography of the country is so complicated and seemed so ravine that two hostile armies might be within the space of half a mile without suspecting each other's existence. In describing the fighting around Haimochen, the correspondent paints a picture of soldiers fighting all day long in the stifling dust and the torrid heat. From an eminence on which he stood the correspondent could see, down to the westward, plantations of waving millet, the crown of which was so high that squadrons of Japanese cavalry wended their way within a quarter of a mile of the Russian cavalry, neither side suspecting the proximity of the movements of the enemy through the field by the small clouds of dust which were raised. When the Japanese batteries enfiladed the Russian guns the order was given to retire, and Major-General Mischenko's cavalry, a brigade of artillery, and the Barnaul Regiment covered the retreat. The Japanese swarmed into the Barnaul's trenches, coming so close that the Russians actually wrenched the guns from their hands, clubbing the Japanese with their own rifles. Some of the infantry had to cut their way out at enormous sacrifice. One company lost all its officers and most of its men. In addition to the terrific heat of the day and of the battle, the correspondent says that because they were obliged to carry their heavy overcoats and equipments. The number of sunstrokes was great. To add still further to the misery of the men, the water in their canteens soon became exhausted and the springs were nearly all dried up by the torrid heat. Surgeon Kerentrich said it was actually so hot that some of his men burned their hands on the brass buttons and buckles of the soldiers as they addressed the wounded. Only when night fell did the troops get any relief. The wounded were loaded in Red Cross cars which had been especially arranged for this purpose at Liaoyang.

The Askold.

It is taking a long time to carry out the disarmament of the *Askold* completely at Shanghai. The work, under Inspector Mellows, was proceeding on Sept. 3, as also were the repairs. It is not yet certain that the cruiser will leave dock on the 11th, but she cannot now get out before that date.

Admiral Togo's Escape.

Vernacular contemporaries remark that during the naval battle on the 10th instant outside Port Arthur the Russians concentrated their fire on the 'Mikasa', the flagship of Admiral Togo, and it was because of this fact that ahead over 100 officers and men killed or wounded, some of the end of the 'Admiral' being among the latter. Admiral Togo himself escaped unhurt

Russian line broke and began retreating towards Liangyang. The Japanese occupied the positions vacated by the Russians and renewed the attack on the now demoralized enemy, who continued falling back. A stubborn defence was made about four miles south of the city under shelter of the fortifications, where the Japanese were temporarily repulsed. Thereafter the Russians were routed, the Japanese pursuing them vigorously.

Simultaneously the Japanese right wing, advancing from Tatarlenko, effected a crossing of the Taisheo river about six miles north-east of Liangyang by means of pontoons in a manner similar to the passage of the Yalu. By noon they had occupied a strong position on the right bank of the river, effectually flanking the Russian positions. The Russians fought with great determination to prevent the crossing and a desperate struggle took place in the crossing and on the river bank. The Japanese suffered very heavy losses, but the Russian army is regarded as practically inevitable. Parallels are being drawn by military experts between his position and that of Marshal Bazaine at Metz and it is believed no alternative is possible. Even the French journals which criticize the tactics of the Japanese are now paying tribute to this masterpiece of strategy.

Field Marshal Oyama, the commander-in-chief of the Japanese army, is directing the operations at Liangyang in person.

SAN FRANCISCO, September 2. The Russians are now in retreat and are fighting desperately, surrounded on all sides by the Japanese.

Kuropatkin is endeavouring to retreat northward with his broken army. The Japanese have effectually intercepted his line of retreat and surrender is believed to be inevitable.

To-day, finding the city no longer tenable and being in danger of being encircled there, Kuropatkin abandoned it.

The Russians were demoralized and conducted the evacuation in great disorder, the troops from the south falling back on the city closely pressed by the Japanese, the confusion increasing. Great numbers were killed and many taken prisoners.

Fifteen cannon have fallen into the hands of the Japanese. Later reports are expected to swell the capture of the Japanese.

Kuropatkin is retreating northward and has crossed the Taisheo river about five miles north of Liangyang, where he is endeavouring to make a stand.

He is in imminent danger of being forced to surrender as the Japanese hem him in on all sides.

Liagyang has been occupied by the Japanese.

The railroad connection between Liangyang and Mukden has been broken, the Japanese column which was sent to prevent reinforcements reaching Kuropatkin from the north having succeeded in taking up a strong position near Yontai, about 25 miles north of Liangyang, on the railroad line.

A following force advancing from the north has been twice repulsed.

A strong force of Japanese which was thrown across the Russian lines of communication north of Liangyang has occupied a point of vantage about fifteen miles northwest of Liangyang, its left wing resting on the railroad.

The Russian Transport Problems.

The Paris correspondent of *The Times* states that in the course of an interview with the St. Petersburg correspondent of the *Echo de Paris*, M. Taburro, described as an engineer of high reputation who took an active part in the building of the Trans-Siberian Railway, declared the problem of the transport of food and ammunition for the army of 500,000 required by General Kuropatkin to be well nigh insoluble. Such an army will need 110,000 to 120,000 horses. Manchuria is a poor and hostile country, and Eastern Siberia does not grow enough corn for its population. The latter country could, however, supply the army with half the cattle and all the forage it requires. But the remainder of the enormous quantity of provisions indispensable to that mass of men and animals must be drawn from Western Siberia and even from Russia proper. Assuming that the supplies from Eastern Siberia were forwarded to Kharbin by the Shikha, the Amur, and the Suigari, it would still be necessary to send 14 or 15 trains to Kharbin daily with provisions, ammunition, railway material, etc. This would make 28 to 30 running both ways, and M. Taburro questioned whether the line would be able to bear such traffic. He did not think the situation a hopeless one, however, as there still remained the possibility of organizing carriage by road and river. "But," added M. Taburro, "this course is urgently necessary, as otherwise I do not see how Russia can accomplish the most gigantic task of all those undertaken in the history of modern mechanical enterprise."

A French engineer who has just returned from Moukden has, in an interview with the St. Petersburg correspondent of the *Petit Parisien*, expressed a very unfavourable opinion of the condition of the Trans-Siberian Railway. He concludes from his own observation that the actual transport of troops does not exceed 1,000 men per day. He reckons that up to the middle of June not more than 90,000 men had been conveyed to the seat of war, and with the inadequate means at the disposal of the authorities even that was a tour de force. In the opinion of this French engineer General Kuropatkin has certainly not more than 150,000 men at the present moment and could not place more than 100,000 combatant in line of battle. "That is why General Kuropatkin retreats, and will continue to do so for a long time, trying to save appearances by the last battle delivered in despair with entire forces. What I am now telling you has long been known to the Japanese."

Ross, though the capital of Italy, is not the largest city. It has only 452,000 people, while Milan has 490,000, and Naples nearly 700,000.

HOW TO AVOID THE DANGERS OF A COLD.—Everyone must realize the dangers attending a severe cold, and that it is always prudent to remain indoors until the danger is passed. Many, however, do not feel able to lose the time and will be interested in knowing that a severe cold may be broken up and all danger avoided by the prompt use of Chamberlain's Cough Remedy. It not only cures, but cures quickly and counteracts any tendency toward pneumonia. For sale by All Dealers; Watson & Co., Ltd., General Agents.

AQUATIC SPORTS.

The V.R.C. Carnival.

President: His Excellency Major Sir Matthew Nathan, B.E., K.O.M.G. Vice-President: His Excellency Major-General Villiers Hatton, C.B. Chairman: Mr. Arthur Chapman. Committee: Messrs W. Armstrong, W. S. Bailey, G. A. Caldwell, C. H. Grace, W. G. Humphreys, E. M. Hazeland, T. Meek, E. W. Mitchell and A. Rodger. Umpires: Messrs E. W. Mitchell, W. S. Bailey, W. Armstrong, and T. Meek. Referee: Mr. Arthur Chapman. Starters: Messrs Caldwell and Rodger. Handicappers: Messrs T. Meek, A. Humphreys, J. H. R. Hance and H. C. Austin. Timekeepers: Messrs E. M. Hazeland, A. Humphreys, Hon. Treasurer: Mr. R. H. B. Mitchell. Hon. Secretary: Mr. Harold C. Austin.

The Annual Aquatic Sports under the auspices of the Victoria Recreation Club were commenced at 4.30 p.m. yesterday in the presence of a fair number of spectators.

The Club's enclosure was tastefully decorated with flags, Chinese lanterns and bunting, and an air of gaiety overhung the premises.

All round the building crimson bunting was entwined about the supporting poles and along the front of the roof, while interlaced with each other in the Gymnasium were various coloured flags. From top to bottom it could be seen that considerable labour and care had been taken to render the premises as neat and attractive as possible.

Those responsible for the decorations, foremost among whom is Mr. C. Lasbirel, the energetic Steward, must feel highly gratified with the result of their exertions. In front of the Club a large stage has been erected which gave accommodation to a large number of spectators who displayed considerable interest in the racing.

The main item was the Half-mile Championship, and as the men faced the course various conjectures were made as to who would win. By general consent N. H. Alves and J. W. Mitchell were installed favourites. Alves having the greater number of followers. The other men expected to swim well were C. Humphreys and A. V. Barros, but little was known of the capabilities of F. Penny, A. Longman and A. Humphreys, all non-members of the Club. J. W. Mitchell won easily, Alves being fourth about 50 yards away. It transpired afterwards that Alves had collided with a jelly-fish and was stung about the arms, shoulders and neck.

The results are as follows:—

FIRST DAY.

HALF-MILE CHAMPIONSHIP OF THE COLONY. Starters—F. Penny, A. Longman, A. Humphreys, J. W. Mitchell, C. Humphreys, N. H. Alves, R. C. W. Mitchell, C. J. Cooke, A. V. Barros.

R. W. Mitchell and Alves went to the front from the start, closely followed by J. W. Mitchell and C. J. Cooke. R. W. Mitchell, swimming the crucial stroke, made the pace fast, but Alves kept with him, while J. W. Mitchell and Cooke were content to stay behind him. As the men got into open water the tide began to carry them away from the buoy. R. W. Mitchell and Alves, in particular, were affected by it, but J. W. Mitchell, Cooke and Barros swam fairly straight. The buoy (4 miles) was rounded in 7 min. 20 sec. by J. W. Mitchell, Cooke being with him. R. W. Mitchell and a number of others gave up before the buoy was reached. Coming back J. W. Mitchell gradually drew away from the rest. Barros gained on Cooke. As the men neared the finish it was seen that J. W. Mitchell led by about 30 yards, while N. H. Alves was fourth a long way off. J. W. Mitchell sprinted to the finish and won by 30 yards from Cooke, Barros being third and three yards behind Cooke.

Result:—J. W. Mitchell 1, C. J. Cooke 2, A. V. Barros 3. Time, 15 min. 50 sec.

TWO LENGTHS (Army, Navy and Police). Seven started. Fisher, of the Royal Garrison Artillery, won easily, but the second place was fought for hotly. Taylor of the R.M.L.I. just securing the verdict by a touch.

Result:—Fisher 1, Taylor 2. Time, 45½ seconds.

TWO LENGTHS (Handicap). 1st Heat—H. M. Bain "go", A. J. Mackie owes 14 sec. H. C. Sayer owes 14 sec.

Three starters only. Bain had a lead of about 13 yards when Mackie went off, but at the turn he had only one yard to the good. Sayer beat Mackie home by one yard in 45½ seconds.

2nd Heat—W. T. Andrews owes 7 sec. P. P. Masso owes 10 sec.; E. Humphreys owes 12 sec.; A. J. V. Ribeiro owes 14 sec.

Only four lined up for this event, which proved to be rather a close thing. Masso beat Andrews for first place, the other two being close up. Time, 47½.

3rd Heat—O. R. Channutt owes 10 sec.; H. S. Kennett owes 13 sec.; A. V. Barros owes 17 sec.

Three started. The race proved an easy one for Kennett, who won as he liked in 43½ seconds. Channutt was second.

4th Heat—H. C. Austin owes 7 sec.; J. M. Roza Pereira owes 12 sec.; H. A. Loureiro owes 15 sec.; H. A. Alves owes 19 sec.

Austin led the turn by 2½ yards. Loureiro, however, soon caught him and won by about 1½ yards in 42½ seconds.

5th Heat—G. B. Macdonald owes 8 sec.; C. F. Ozorio owes 10 sec.; J. A. S. Alves owes 11 sec.; J. H. R. Hance owes 12 sec.; C. Humphreys owes 15 sec.

C. Humphreys swam a fine race and won the heat in good style in 41 seconds. Ozorio was second, a touch behind.

SWIM UNDER WATER.—J. W. Mitchell, E. Humphreys, R. C. W. Mitchell, O. J. Cooke, J. H. R. Hance, F. M. Roza Pereira, J. E. Ellis, J. M. Roza Pereira, H. C. Austin.

O. J. Cooke swam well and covered 137 feet 5 inches, but in his second attempt he swam in a circular direction, and although he covered a greater distance than before he did not get to his credit. J. W. Mitchell swam 144 feet 9 inches and E. Humphreys 119 feet 1 inch. W. Mitchell was first, Cooke second.

BOYS' RACE. (10 to 14 years of age). Two Lengths (Handicap).

Three started. H. Livesey swam well but the distance was too long for him and he could only get second. Albert Ellis won in 1 min. 17½ seconds.

VETERANS' RACE.—Two Lengths (Handicap). Open to competitors over 35 years of age.

T. Meek, who had 4 seconds start from W. S. Bailey and 6 seconds from F. W. White, won fairly easy, as was generally anticipated when the handicaps were divided. Bailey was second. No time was taken.

TEAM RACE.

No. 1.—R. C. W. Mitchell (Capt), H. A. Loureiro, H. S. Kennett, A. Loureiro, W. G. Goggin, H. C. Austin, E. Humphreys, G. B. Macdonald. No. 2.—J. W. Mitchell (Capt), H. C. Sayer, S. M. Gidley, L. E. Loureiro, E. Harriet, F. Masso, L. E. Alves (Capt), A. J. V. Ribeiro, J. A. S. Alves, J. M. Roza Pereira, F. M. Roza Pereira, O. R. Channutt, J. E. Ellis, F. Ellis. No. 4.—C. Humphreys (Capt), A. V. Barros, P. M. dos Remedios, J. W. Bains, J. H. R. Hance, O. F. Ozorio, W. T. Andrews, W. S. Bailey.

After the first two or three men had swum it was seen that the race lay between R. C. W. Mitchell's team and O. Humphreys' team. Some close lengths were swum but R. W. Mitchell's team beat O. Humphreys' team by about three yards.

The carnival will be continued to-day and to-morrow. Wednesday is Ladies' Day and the Secretary's Launch leaves Blake Pier at 3.45 p.m.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour, Mr. T. Sercombe Smith, P.M. Judge.)

Tuesday, September 6.

AN UNDETERMINED SUIT.

Mr. H. Huesthouse (of Messrs Denny and Bowley) appeared on behalf of Yang Kin, trading as Lee Koo Teung, who sued the Chee Lee Loong for \$671.95, being money due for timber sold and delivered.

Defendants failed to put in an appearance and after the debt was proved, judgment was given for plaintiff with costs.

THE LIHUAU MASSACRE.

How It Originated.

The Chang correspondent of the *N. C. Daily News* writes under date of August 27th:—

I have just received these details of the murder of the Roman Catholic Bishop from a small official. It looks a probable enough explanation and shows how large a matter in China a little fire kindled.

The Bishop went from Liangyang with a priest and a native helper named Chin. At a place, Nanting, 90 li from Sinsuifu, Mr. Chin was riding past, a boy of about fifteen years of age shouted out something uncomplimentary regarding foreigners. Chin for this gave the lad a thrashing. Afterwards the lad gave chase and a native helper named Chin, and on reaching the Bishop he reported the matter to him. The Bishop suggested that he should see the local gentry about it and finally it was decided that a suitable feast should be given and 60,000 crackers let off as a peace offering. When the feast was spread Chin took umbrage at the quality of the cracker and three of the tables were upset, but on hearing that this was the first war in the district the indignation was appeased and the feast was resumed. The Bishop became impatient at all this delay and, remarking that he would go on alone, he left. By this time a large crowd had gathered and seeing the Bishop go off alone they decided he had gone to appeal to the official, so they went after him, bound him and brought him back. The conversation then turned on the whereabouts of the two priests, and Chin said they were away to get soldiers. This terrified the crowd, some of whom went out after them and captured them. Then, knowing they would kill first, and the bishop, two priests, and Chin were forthwith dispatched.

Stolen Rice.

Two Chinese were convicted, at the Magistracy, this morning, on a charge of having been found in illegal possession of a quantity of rice. The rice was supposed to have been stolen from a ship in the harbour. Mr. J. H. Kemp ordered the first defendant to pay a fine of \$50, with the alternative of 14 days' gaol, while the second who was shown to have been previously convicted, was ordered to be imprisoned for three months with six hours in the stocks.

A 'Sick' Emperor.

The Korean Emperor and his officials have a strong penchant for falling ill. Recently the Japanese Minister at Seoul desired to see the Emperor. He was informed that the Emperor was 'sick.' The Japanese Minister insisted on seeing the Emperor, but the Emperor again declined, directing the Japanese Minister to see the Korean Minister for Foreign Affairs. He, too, was 'sick' and the Japanese Minister probably felt 'sick' also at these subtleties. He, finally, secured an interview with the Emperor.

A New Territory Robbery.

An armed robbery took place at Hong-hau, in the New Territory, on August 17 in connection with which a man and two Chinese women appeared before Mr. J. H. Kemp, at the Magistracy, this afternoon. The man was charged with having committed the robbery, in company with others, and the women with having received some of the stolen property. Inspector Robertson had charge of the case, and produced evidence to the effect that about midnight of August 17 the defendant, accompanied by three other men, went to a house at Hong-hau and obtained admittance. The defendant was armed with a revolver, one of his companions with an axe, the third with a chopper, while the fourth was unarmed. As soon as they were admitted to the house they made the object of their visit plain and before much opposition could be offered secured the occupants, a man and his wife, and after tying them securely, ransacked the house. They succeeded in securing a quantity of clothing and other articles valued in all at \$140, and with this made their escape. On August 30 the Police arrested the male defendant, from information received, and later, having found some of the stolen property in their possession, arrested the female defendants.

The case was proceeding when our report closed.

INTERCEPTED LETTERS.

No. X.

THE PEAK, September 1.

MY DEAR NELL,

What ages it seems since I last wrote to you, and I have no excuse to make for my negligence except sheer laziness induced by the hot weather, and lack of interesting events to chronicle at this dull and rainy time of the year. Indeed, so dull are things at the present moment, that I think this week I shall have to fall back on generalities, and describe to you some of our standard feminine amusements and games—and the way we play them in Hongkong.

As far as outdoor amusements go, there are three popular games among the women folk—golf, tennis, and hockey. Of the first only can I speak as a player, and therefore I can only give you my impressions of the two latter as a devoted onlooker. As I think I told you before, by the unselfish kindness of the men community who are members of the Royal Hongkong Golf Club during the summer months we poor little down-trodden women are allowed to use the links on one afternoon (Thursday) in the week, and we are duly and becomingly grateful and make full use of the gracious permission granted. The Royal Hongkong Golf links situated in Happy Valley are over about half a mile in length and are used besides as a race-course, football ground, cricket pitch, etc., etc. On Thursday afternoons, at this time of year, these links present a most animated appearance. Mixed foursomes are the order of the day, and sometimes as many as thirty or forty people will be playing at the same time on this spacious ground. The most striking feature of the game of golf, as played on these afternoons, is an utter and absolute disregard of the etiquette of golf, and consequently one carries one's life in one's hand, so to speak, which is charmingly engaging and dangerous. Do you wait till the foursome in front has played its second stroke before driving from the tee? Not a bit of it! What a waste of time and where would the fun come in? Besides, the next couple waiting to play behind you begin abusing you like a pickpocket if you show any signs of delaying, and so you set your teeth and start on your perilous "round." Golf balls to right of you, golf balls to left of you in front, behind, on your very head you, "Forward! you say to your partner, do not be dismayed, perchance in time we shall make a good shot and clear the way before us by successfully injuring some one in front."

As to other little matters of etiquette, such as "replacing the turf" one has cut in such generous slices, that, too, would be merely waste of time. "Do not speak on the stroke!" How absurd—as if it mattered! Certainly, Nell, there is no denying it, the Royal and ancient game of golf as played out here is excellent in every way.

Tennis, at which game, as I tell you, I am merely an onlooker, is played chiefly at the Ladies Tennis Club, managed entirely by us—Secretary, treasurer and committee are all women—and very well managed it is too. To show how much more generous-minded and kind-hearted we are than the opposite sex, I must tell you that we make no horrid little rules stating that men may only play on our courts on one day in the week. We allow them to be members (provided only that they are duly proposed and seconded by feminine friends) and play whenever they like. It is true we are inclined to be exclusive, but then membership of our club is a guarantee of respectability. A man now absent from the Colony, once told me that shortly after his arrival out here he went to one of the big dances and was there introduced to a lady who icily looked him up and down for a minute or two and then said, "Do you belong to the L. T. C.?" My friend said he had that honour, whereupon the fair dame threw off her icy reserve and welcomed him as "one of us." About twice or three times a year great tennis tournaments, very amusing to watch, are held at the Club for which most members enter. The events are usually handicaps, and of course, there is always general dissatisfaction with the handicapping—that is only natural—and, of course, everyone wants to play at the same moment on the best courts and you may be sure kindly feeling and much sweetness of temper and unselfishness in the usual result. It is an all round good game, nevertheless, the L. T. C.

By far the most exciting game to watch is the Ladies' Hockey. The Hockey Club was started, I believe, about two years ago, just before we came out here, but I had from a friend an account of the preliminary or business meeting. According to my friend's account about thirty athletes and would-be athletes met at a certain house on a certain day and talked very hard on all sorts of other subjects for about half an hour until someone called the meeting to order.

Then a Captain-Secretary-Treasurer was elected, and after that arose the serious question of electing a committee and arranging their duties. One fair athlete, got up and suggested that the committee should consist of ladies whose houses were near together at the Peak, so that they should not have far to go to Committee meetings; also, that if the Captain should be a lady, the committee should be a ladies' committee to act Captain pro tem. These suggestions were unanimously adopted. A committee was elected and the Hongkong Ladies' Hockey Club then started—on a sound business footing.

The first practice game I went to watch last year took place on the Volunteer ground, which is about the size of a large drawing-room and situated on the top of a hill. About nine players a side was the game. Owing to the size and situation of the ground, whenever the ball was hit at all hard, it rolled off the ground and down to the bottom of the hill and from there it was fetched continually by hot and perspiring male onlookers. This ground, after one or two trials, was decided to be too small for the purpose and a full-sized ground in the Happy Valley was used instead, not, however, without much discussion and much opposition to the idea, because so many lady members were afraid that in such a public place some curious blue-jacket, or still worse some inquisitive Chinaman—of might come and "make a look see." Why that should be so dreadful I could not quite make out, but that is probably because I am not a performer. While there was quite a number of very good hockey players amongst the members of the Club, several had, I fancy, not played much before, and this, of course, made the game very exciting. I saw one day, whilst looking on at a game, an outside-half or inside-forward, or whatever they call it, throw the ball, instead of along the ground, right between the eyes of the girl who was "marking." For a moment there was dead silence, then the injured one with the tears streaming from her two black-eyes politely suggested to the injurer that she should go home and read through the rules of the game. Was it not splendid, Nell? I think what a man would have said under the same circumstances! But then, they are so different. I once thought I should like to start playing hockey myself and I took William with me to watch one of the games in the hope of persuading him to let me join the merry throng of players. As ill luck would have it on that particular occasion a awful collision took place. Somebody's head was knocked to pieces, and so, when on our way home I gently mooted the question, all William said was:—"Certainly not, false teeth are devoted expensive."

There was quite a number of hockey matches during the season between the L. H. C. and various teams of men, who by way of handicap were arranged in skirts and sashes—very becoming to their wearers. The most exciting of these matches was the Wives v. Husbands. The husbands on this occasion were not put into long clothes, because their wives were sure of victory without handicap.

How many old scores must have been paid off in a nice quiet little way on that day. Who knows!

I have come to the end of my paper and have not yet told you anything about our indoor games. I must leave that subject until another time.

For to-day—Au revoir.—Yours, BETTY.

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	Bengal G. Phillips	About 8th September	Freight and Passage.
LONDON, &c.	Chios A. Thompson	Noon, 10th September	See Special Advertisement
YOKOHAMA, VIA SHALMOJI AND KOBE (Passing through the INLAND SEA.)	Malacca A. F. STEVEN	About 9th September	Freight only.
YAMA, VIA SHALMOJI & KOBE (passing through the INLAND SEA.)	Manila H. G. H. LEWELLIN	About 16th September	Freight only.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, September 3, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 8 to 7 Days across the Pacific.

Proposed sailings from HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF JAPAN 6000 Tons. WEDNESDAY, Sept. 21, 1904.

R.M.S. ATERVIAN 3880 Tons. WEDNESDAY, Oct. 12.

R.M.S. EMPRESS OF CHINA 6000 Tons. WEDNESDAY, Oct. 13.

R.M.S. TARTAR 4425 Tons. WEDNESDAY, Nov. 2.

R.M.S. EMPRESS OF INDIA 6000 Tons. WEDNESDAY, Nov. 16.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York \$82.

Intermediate on Steamers, £40. " " " £42.

and let Class Rail.

The magnificent 'EMPEROR' STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,
Hongkong, August 10, 1904.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via ISLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; For

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARAGONIA 5198 SCHULTZ Sept. 14, 1904.

NUMANTIA 4370 " " Oct. 10, 1904.

NICOMEDIA 4370 WAGNER Oct. 27, 1904.

ARABIA 4463 BAILE Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, August 30, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

For

ANPING, Via SWATOW

AND AMOY, { PROVIDENCE, THURSDAY,

TAMSUI, Via SWATOW { Capt. K. KORNELSEN, Sept. 8, at 10 a.m.

AND AMOY, { FRITHJOF, SUNDAY, 11th

FOOCHOW, Via SWATOW { Capt. H. A. HARALDSEN, Sept., at 10 a.m.

AND AMOY, { TRIUMPH, WEDNESDAY,

TAMSUI, Via SWATOW { Capt. A. HANSEN, Sept. 14, at 10 a.m.

AND AMOY, { M. STRUVE, SUNDAY, 18th

AND AMOY, { Capt. T. BRANDT, Sept., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers

have been requisitioned for Transport Service, and the above named chartered

Steamers have been secured instead for maintenance of the Company's Coastal Service.

As soon as the state of Affairs permit the Company will resume running with its special-

ly designed new Steamers.

For Freight, Passage and further information, apply to the Co.'s local Branch

Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, September 6, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To Sail.

FLEIADIS 3763 Furlong September 17.

SHAWMUT 9606 W. M. Smith September 24.

TREMONT 9606 T. W. Garlick October 1.

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9606 tons | Capt. T. W. Garlick | About 16th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in solid storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Doddwell & Co. Limited,

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, September 5, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STREAMERS	DOE
GLASGOW AND LIVERPOOL	PIROUSSEY	17th September.
GLASGOW AND LIVERPOOL	ACHILLE	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

HOMEWARDS.

FOR	STREAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ALCIBIUS	26th October.
LONDON, AMSTERDAM & ANTWERP	PIROUSSEY	26th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STREAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	TELEMACHUS	8th September.
all PACIFIC COAST PORTS via	DEUCALION	3rd October.
NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	18th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 3, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
MANILA	TAMING	7th September.
CEBU AND ILOILO	Kaifong	10th September.
KOBE	CHINOTU	13th September.
PORT DARWIN, THURS-		
DAY ISLAND, COOKTOWN,		
CAIRNS, TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		
CHANGSHA		18th September.

The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

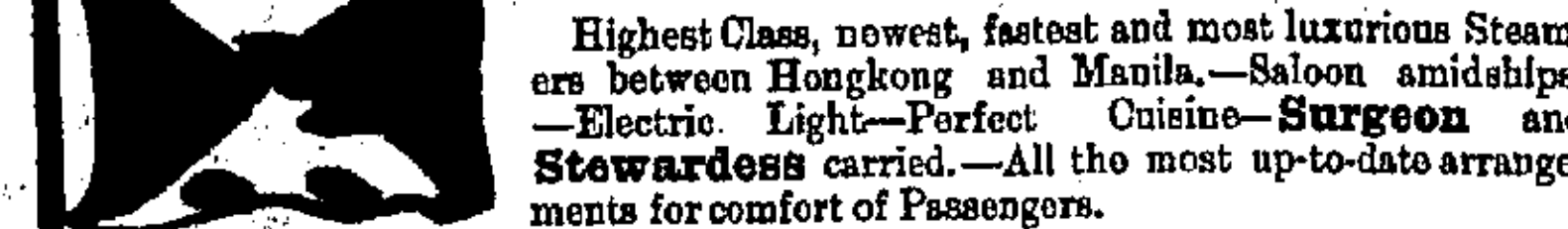
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, September 6, 1904.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewardsess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captains. For. Sailing Dates.

ZAFIRO 2540 R. Rodger Manila Direct Sept. 17, at 10 a.m.

RUBI 2540 R. W. Almond Manila Direct Sept. 24, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, September 3, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHIN-WAN-TAO or CHEFOO) to

DURBAN, NATAL.

The following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY ... Captain J. P. DAWSON.

S.S. COUFFIELD ... J. W. MARTIN.

S.S. ORANLEY ... W. E. STEELE.

S.S. IRELL ... M. ROBERTSON.

S.S. ASCOT ... G. E. COX.

S.S. TWEEDEDALE ... T. M. MILNE.

S.S. LOTHIAN ... J. G. WILLIAMSON.

S.S. INKUM ... E. S. PRABHU.

The next departure will be the s.s. LOTHIAN, sailing from here on SATURDAY,

the 10th September, at Noon, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH

and CAPE TOWN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers. FROM. EXPECTED ON OR ABOUT. WILL LEAVE FOR. ON OR ABOUT.

TJIPANAS JAYA PORTS. First half of September. JAPAN. First half of Sept.

TJILATJAP JAYA PORTS. First half of September. JAPAN. First half of Oct.

TJIMAHU JAPAN. Second half of September. JAVA PORTS. Second half of Sept.

The steamers are all fitted throughout with Electric Light, and have accom-

modation for a limited number of saloon passengers, and will take cargo to all Ports

in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENT

Java-China-Japan Lijn.

ALEXANDRA BUILDINGS.

TELEPHONE No. 278.

Hongkong, September 3, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

HAITAN,

Captain ROACH, will be despatched for

the above Ports on THURSDAY, the 8th

Inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, September 5, 1904. 1640

INDO-CHINA STEAM NAVIGATION
CO., LD.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

KUMSANG,

Captain BULLOCK, will be despatched as

above on or about THURSDAY, the 8th

Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, September 5, 1904. 1620

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

EPSOM,

Captain J. Cox, will be despatched for

the above Port on or about FRIDAY,

the 8th September.

To be followed by the Steamship

OLYMPIA,

on or about TUESDAY, 18th October.

For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, September 1, 1904. 1556

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

ARRAFOON APCAR,

Captain E. Foy, will be despatched for

the above Ports on TUESDAY, the 13th

Inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,
Agents.

Hongkong, September 5, 1904. 1638

STEAMSHIP SERVICE TO NEW
YORK, VIA SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship

HUDSON,

will be despatched on or about THURS-

DAY, the 16th September, 1904.

For Freight or further information,

Apply to

STANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department.

Hongkong, August 12, 1904. 1575

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

EASTERN,

Captain ELIAS, will be despatched for

the above Ports on SATURDAY, the 17th

September, at Noon.

This well-known Steamer is specially

fitted for Passengers, and has a Refrigerating

Chamber which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardsess and a duly qualified Surgeon

are carried.

N.B.—To ensure the additional comfort

of passengers the steamers of the Company

have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 27, 1904. 1574

AUSTRIAN NAVIGATION
LLOYD'S STEAM
COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ AND

PORT SAID.

(Taking cargo at through rates to the

BRASIL, to SOUTH AMERICA, RIO DE

JANEIRO, LIMA, VALPARAISO, and

ANTARCTIC PORTS.)

THE Company's Steamship

CAPITAN CORNELIO, will be despatched as

